ictims

oad Accident each Large

Scalded to scaping

ne Man Reng of Many

The latest replace the total

. Duer, of the e Baltimore & reck, while some

who lost their Superintendent death by escape of the engine y not more than yould have been o the railroad's ively slight conwould be any inof the railroad Duer said: "I investigation is s affair, it is all to half a dozen cause of it. A

it had left be the wreck. The ed the air. Many climbing out of caught in their for. One man, woods came back aggage car of the ting down, said: ext instant he here was not a had inhaled the

dropped those

of Benjamin the dining car. the road, Nich r. He was batthe end of the others in that When the car out and ran to-ich was reduced splinters. The ape valve from and the steam upon the strug-ity. Taking off shreds, plugged t off the steam. been given the was not done. ken window, he

car, which was made it confus king up the first anded out. At continued the were soon reours the work fficult even with crew. Many of

DISASTER

ur o'clock before n removed.

nce to Fix Re-Railroad

4.—The summing ast night's wreck ted, on the Baltimiles west of of sixty-four per-jured. Nine bod-

king evidence as disaster. It has car that dropped tked the Limited, 7, of the Nickel-oaded with hugo oaded with huge Friendship, Md., the Baltimore

eory is that the the gondola were inder the tension unded the curve. sed inquiries to the destination make a thorough

GINEER DEAD. 24.-John Glassmes Patton, fire-esult of a terrible escaping steam ich had been at Colwell by a fff the track and th it.

TANGES. Assigned to New

d, who has been eral manager of ines in the West, ed to other duties e appointment of ond vice-president ient at Winnipeg. to say any more the arrangement

SUICIDE.

furrier named furrier uicide by taking RAFFIC.

4.—The C. P. R. week ending De-2,000. Same week

n for athletics? She went out ise; she said she p a long hill." she got into the l ran up a long easily see that was exercised."—

Manauense's Last Eventful Trip

Cabins and Between Decks of the Steamer Torn Out for Fuel.

Ran Short of Coal When Bound

She drifted helpless all that night and

next morning, when a fair wind was experienced and she made slow progress—almost drifting—on her way. By nightfall she was within 35 miles of Hakodate. And almost drifting—on almost of Hakodate. And then the engineers reported that the bunkers were bare. Helpless, the steamer started to drift, a havy head wind driving her back mile after mile, and then strenuous measures were taken. The ship's company then secured axes and tore down the after focuse and cabins, which were passed down the after the secured axes and tore down the after the secured axes are the secured axes and tore down the after the secured axes are the secured axes are the secured axes and tore down the after the secured axes are the secured axes and tore down the after the secured axes are the secured axe house and cabins, which were passed down to the stokers for fuel. Then the 'tween' decks were torn up, the saloon cases were broken open and cases and fish shoveled into the furnaces-an expensive fuel. And

B. Williams & Co.,

Silk Umbrellas\$2.00 to \$12.00 Fancy Suspenders50c to \$1.50 Victoria Creamer 4.50 Sweaters...........\$1.00 to 5.00 1.00 Boys' Suits...... 1.50 to 4.75 1,00 Boys' Pea Jackets 1.50 to 2.50
2.50 Boys' Raincoats 5.50 to 10.00 Plant on Carey Road a Total
2.00 Suit Cases 2.50 to 20.00 Loss in Blaze Which Occurred Mufflers.....50c to

-68-70 Yates St., Victoria, B. C.

was.

There is, as far as I know, no recognized rule of international law which would by implication give a recognize would by implication give a recognize would be a word "coast" as applie

meaning to the word "coast" as applied to such sinuosities and such waters dif-ferent from the coast itself.

As I have said more than once,

That the seaward entrance of Observatory Inlet was between Point Mask-elyne on the south and Point Wales on the north. That one entrance of Portland Chan-nel was between the tsland now known as Kannagunut and Tongas Island.

nel was between the tsland now known as Kannagunut and Tongas Island.

That the latitude of the mouth or entrance to the channel called Portland Channel, as described in the treaty and understood by the negotiators was 54 deg. 45 min.

Paragraph 2 of article III. states that the line of demarcation shall follow the continent. I think the words "upon the contrary allel to the coast ("parallelement a la cote"). This is the clause upon which age, as a passage leading south-southeast towards the ocean—which he passed in hope of finding a more northern and westerly communication to the sea, and describes his subsequently finding the passage between Tongas Island on the north and Sitklan and Kannagunut as it may tend to throw light upon what

Cape Nome in October last, and arrived at Viadimir on October last. There she picked up two of the passengers who arrived on the Amut. They were Messra. Suith and Murphy, two prospectors who had observed the coarse gold paying fifty cents to the pan, but had been left without food and no supplies sent. Therefore they could not work and had to march to the coast without food. For fourteen days they mushed, for four days without food other than or any opinion establish beyond any response to the coast.

The Manauense then continued on to Barrand' bay, where anhor was droped on October 24th. Then the vessel continued to Pover bay, where the experts and some miners were taken on the coast.

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The were taken on the potential of t

to the conclusion in the affirmative—viz., that the boundary, whether running along the summits or crests of the mountains or—in the absence of mountains—at a distance of 10 marine leagues was to run round the heads of the inlets, and not to cross them.

The language of the treaty of 1825 does not of itself enable this question to be answered distinctly—on the contrary, it contains the ambiguities which have given rise to the discussion upon the

The state of the s

Olivebank Arrives **Badly Damaged**

Dismasted and Partially Wreck ed the Vessel Reaches San Francisco.

Will Tow to Royal Roads Her

the state of the s

Fig. Shet of Gal When Bourd
From Pinlays Duig!

ALASKA BOUNDARY DECISION

John Pinlays Duig!

ALASKA BOUNDARY DECISION

John Pinlays Duig!

ALASKA BOUNDARY DECISION

John Pinlays Duig!

TYEE AND METEOR.

Destroyed By Fire

This Morning.*

Inadequate Water Supply Pre-

unable to approach, so dense was the snocke, and an effort to rush back to their sleeping apartment to save \$185

The tug Tyee has reached Seattle with the disabled steamer Meteor from Dutch Harbor. The tug and her tow encountered the hurrleane in which the steamer Discovery was lost, seas breaking over the entire length of the tug, washing overboard ten tons of sacked coal, breaking a fireroom door and several windows, so that the crew were compelled to nail up the doors and several windows on the starboard side of the tug. She arrived at Yakutat at noon November 3.

The Tyee reports that the missing Nome steamer Discovery left Yakutat on the morning of Novcember 2, and must have been lost that night, as the storm was one of the worst ever experienced by the officers of the Tyee, and it was weathered only with difficulty by the staunch tug.

The Tyee must have passed close to the Discovery. The Tyee arrived at Dutch Harbor November 18th, and salled November 22nd, with her unwieldly tow for Puget Sound. Thick weather was experienced in early all the way down. Probably the